



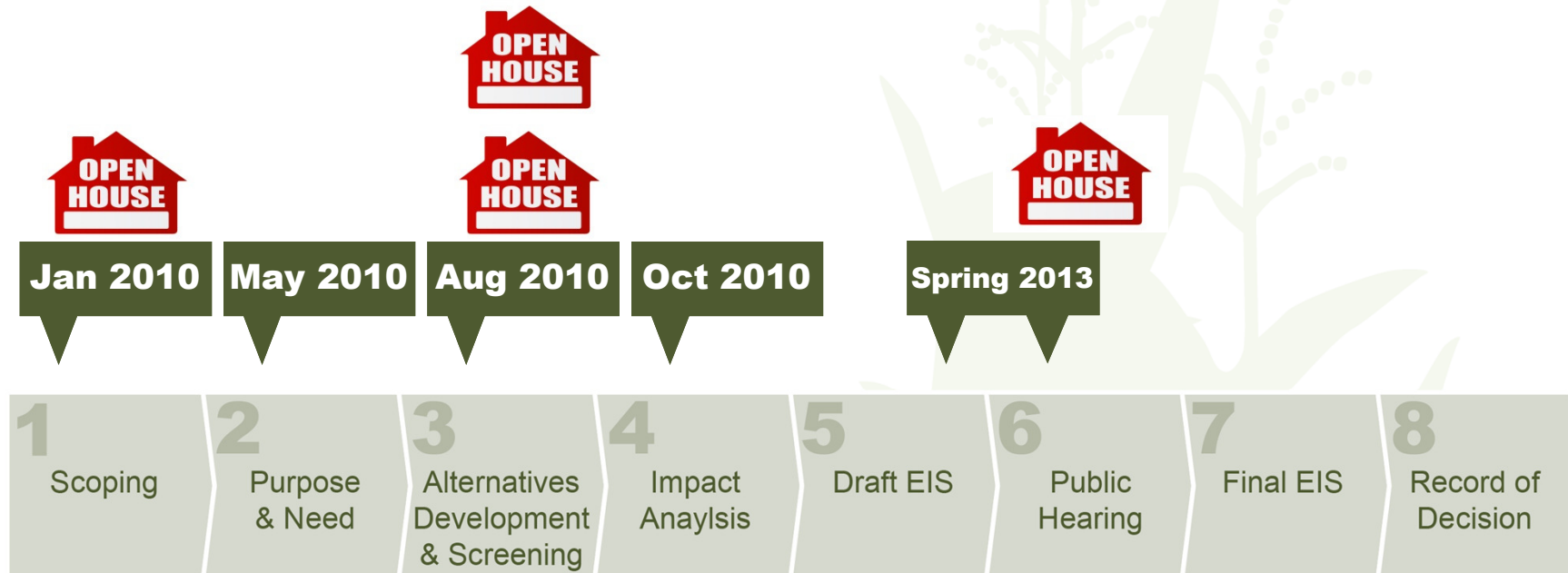
WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Working Group

May 24, 2016

EIS Process



F O C U S

“Trust the Process”



**WEST DAVIS
CORRIDOR**

Shared Solution Process

Memorandum of Agreement – May 2014

alternative development
may to december 2014

18

technical
coordination
meetings

6

stakeholder
workshops



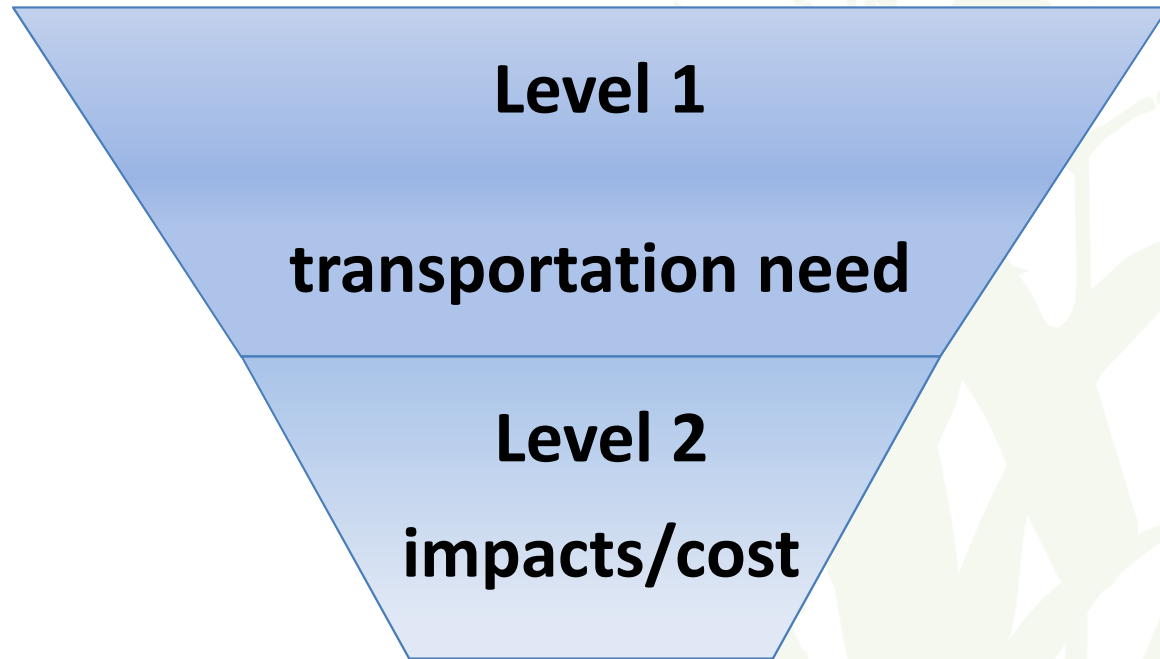
overview
roadway
transit/pedestrian
land use
initial alternative
preliminary results

initial alternative:
december 2014



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Screening Process



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Initial Run

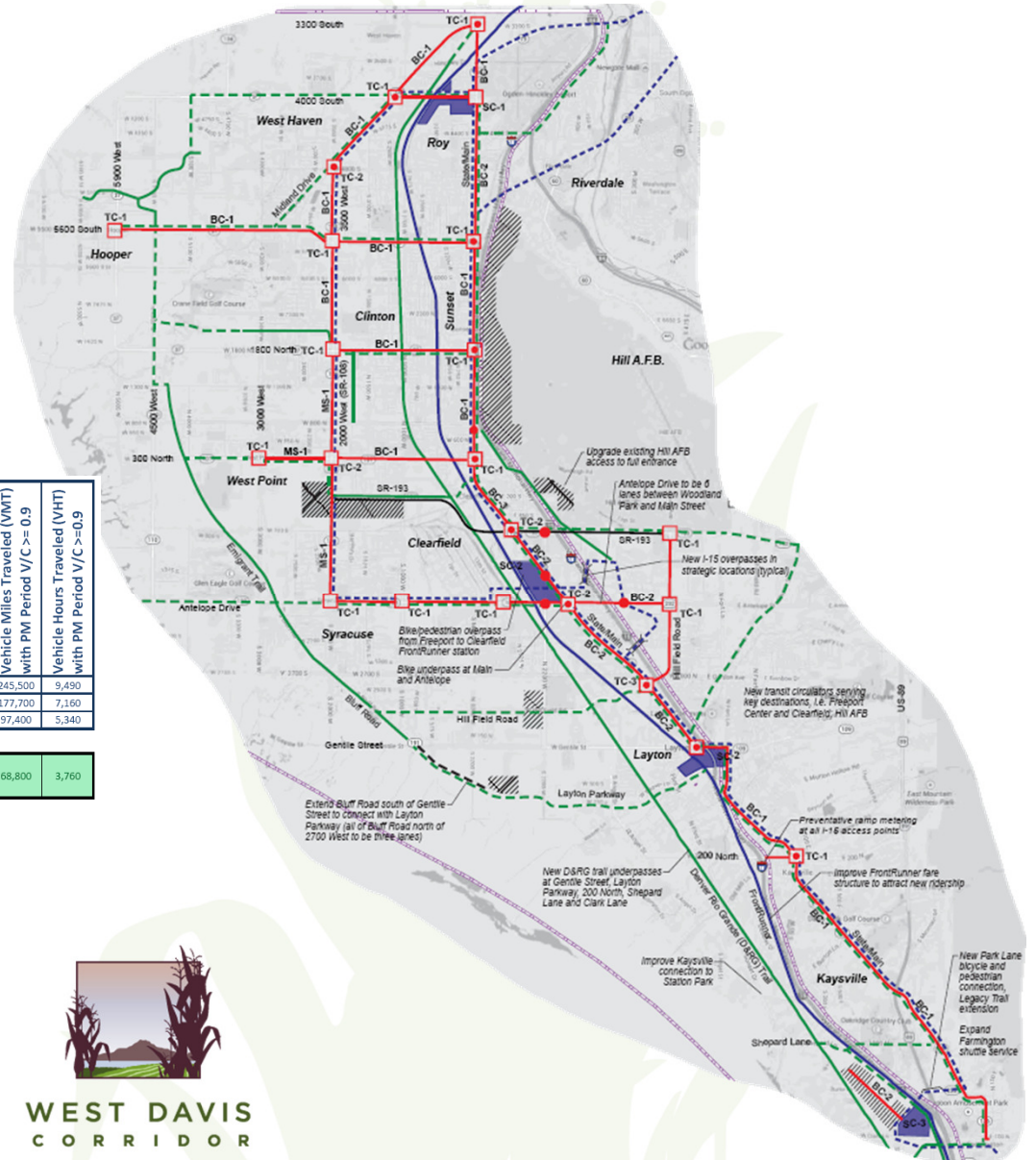
Description	Daily Total Delay (Hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Traveled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Traveled (VHT) with PM Period V/C >= 0.9
NO ACTION	10,760	43.5	26.9	245,500	9,490
MEAN	8,950	31.4	23.2	177,700	7,160
TOP QUARTILE	8,060	17.9	20.2	97,400	5,340

Alt.	Facility Type	Description					
SS	Shared Solution	The Shared Solution Alternative*	8,750	18.4	10.5	68,800	3,760

*The Shared Solution Alternative includes the following assumptions that still need to be verified:

- Land use changes that require city approval.
- Transit projects and incentives that require UTA approval.
- Increased bicycle mode share
- Increased capacity at innovative intersections.
- Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above



Initial Run Assumptions

*The Shared Solution Alternative includes the following assumptions that still need to be verified:

- Land use changes that require city approval.
- Transit projects and incentives that require UTA approval.
- Increased bicycle mode share
- Increased capacity at innovative intersections.
- Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above.



Shared Solution Process

alternative refinement

january 2015 to april 2016



- Real estate market study
- Two travel model updates



Updated Screening Results

Description	Daily Total Delay (Hr)	North-South Road Lane-Miles with PM Period in Congestion	East-West Road Lane-Miles with PM Period in Congestion	Vehicle Miles Traveled (VMT) with PM Period in Congestion	Vehicle Hours Traveled (VHT) with PM Period in Congestion
NO ACTION	18,310	116.2	30.5	642,000	20,770
MEAN	15,340	102.9	23.0	559,600	17,050
1st QUARTILE	13,860	90.0	18.4	464,200	14,470

Alt.	Facility Type	Description					
SS Scenarios							
3	Shared Solution	Using Spring 2016 version of Shared Solution Alternative.	16,590	111.0	20.7	597,100	17,610
03-2	SS Update	Shared Solutions Updated with Mike Brown Comments 05-17-16	16,500	98.9	24.4	490,900	16,370
03-Se	SS Sensitivity	Shared Solutions with Mike Brown Sensitivity Comments 05-17-16	16,240	100.8	24.7	502,600	16,440



Updated Screening Results – Previous Model

Description	Daily Total Delay (Hr)	North-South Road Lane-Miles with PM Period in Congestion	East-West Road Lane-Miles with PM Period in Congestion	Vehicle Miles Traveled (VMT) with PM Period in Congestion	Vehicle Hours Traveled (VHT) with PM Period in Congestion
NO ACTION	10,760	43.5	26.9	245,500	9,490
MEAN	8,950	31.4	23.2	177,700	7,160
1st QUARTILE	8,060	17.9	20.2	97,400	5,340

Alt.	Facility Type	Description					
SS6 with v8 Assumptions	Shared Solutions	SS Update 04/28/16 with same SS Assumptions as v8 TDM	9,170	29.1	17.9	128,800	5,760

*includes full ramp metering benefit



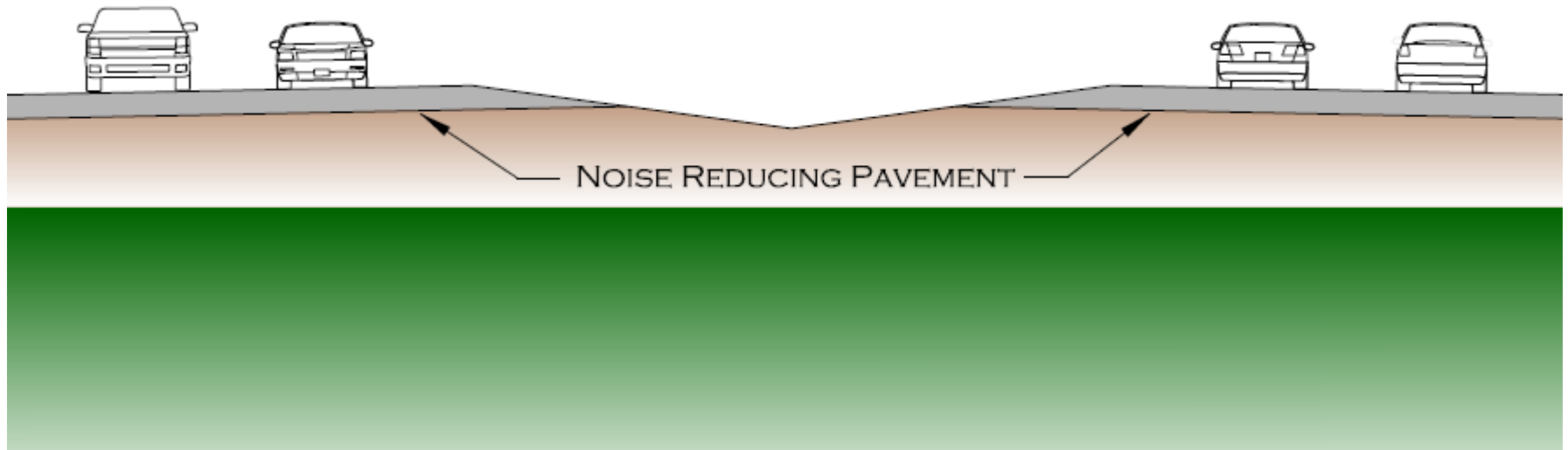
A Good Process

- Increased awareness of mixed-use development
- Bus route and circulator concepts for UTA planning
- New ped/bike crossing - Park Lane/Frontrunner
- New trail in Farmington
- New trail in Kaysville
- New ped/bike crossing - Freeport/Frontrunner (funded)
- New I-15 overpass in Layton (funded)
- Managed Motorways (planned)



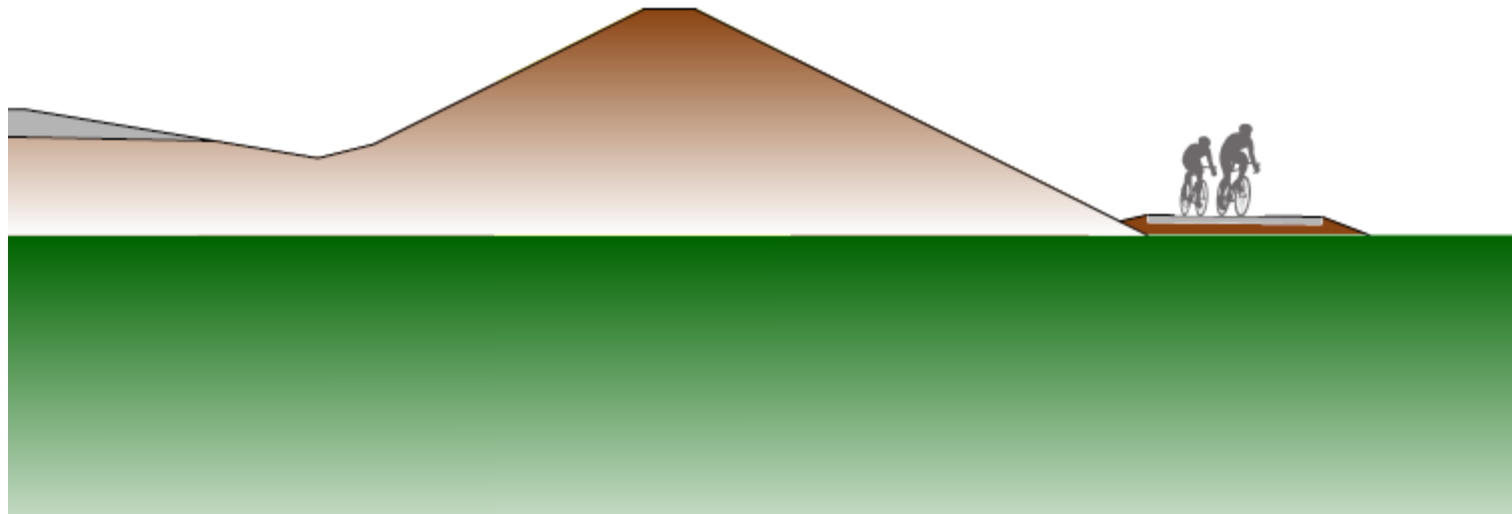
A Good Process

- Noise reducing pavement
- Lower profile



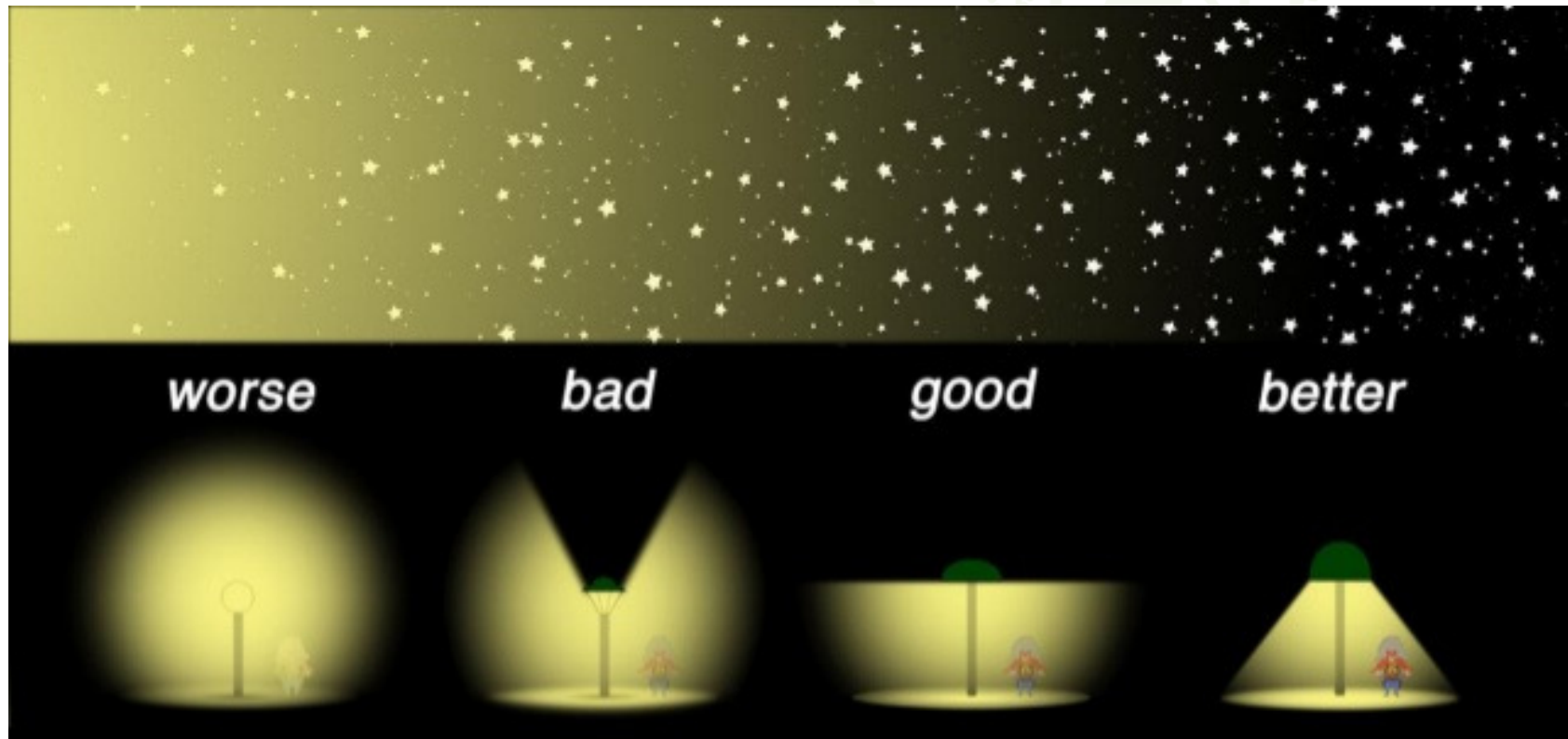
A Good Process

- Trail, berms, and landscaping
- Project aesthetic budget

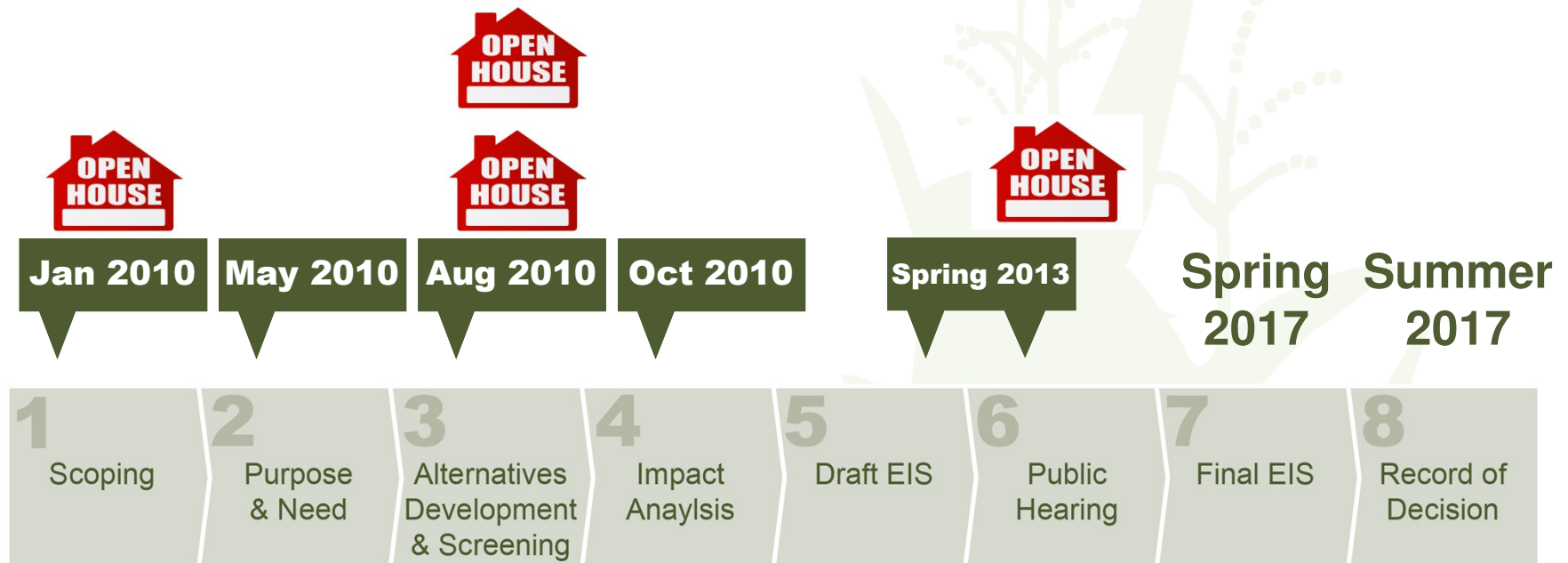


A Good Process

- “Dark Sky” lighting



EIS Process



F O C U S

“Trust the Process”



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Next Steps

- Resident working groups
- City council meetings
- Interchange and termini analysis
- REMM analysis
- Coordination with cities – trails, aesthetics
- Agency/TNC coordination - environmental mitigation
- Finalize chapters of the EIS





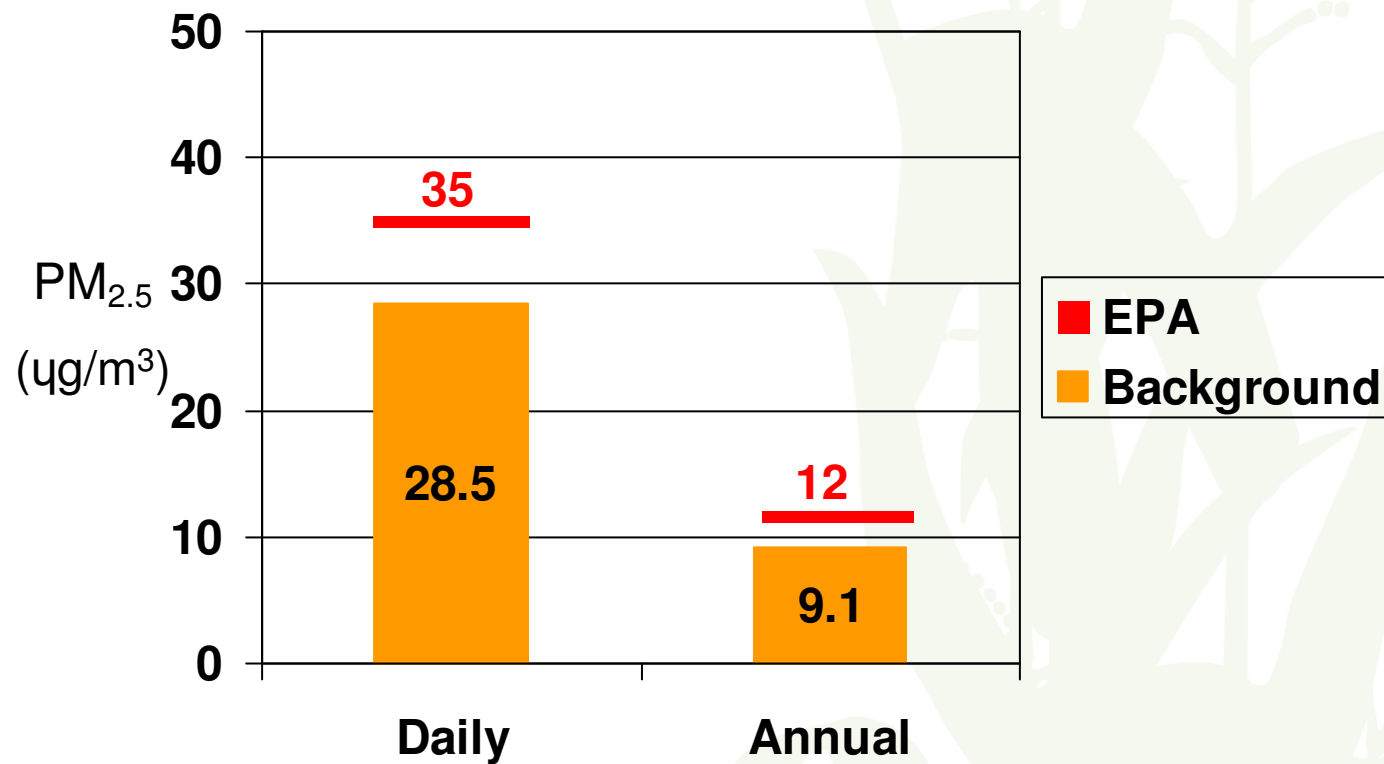
WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Questions?

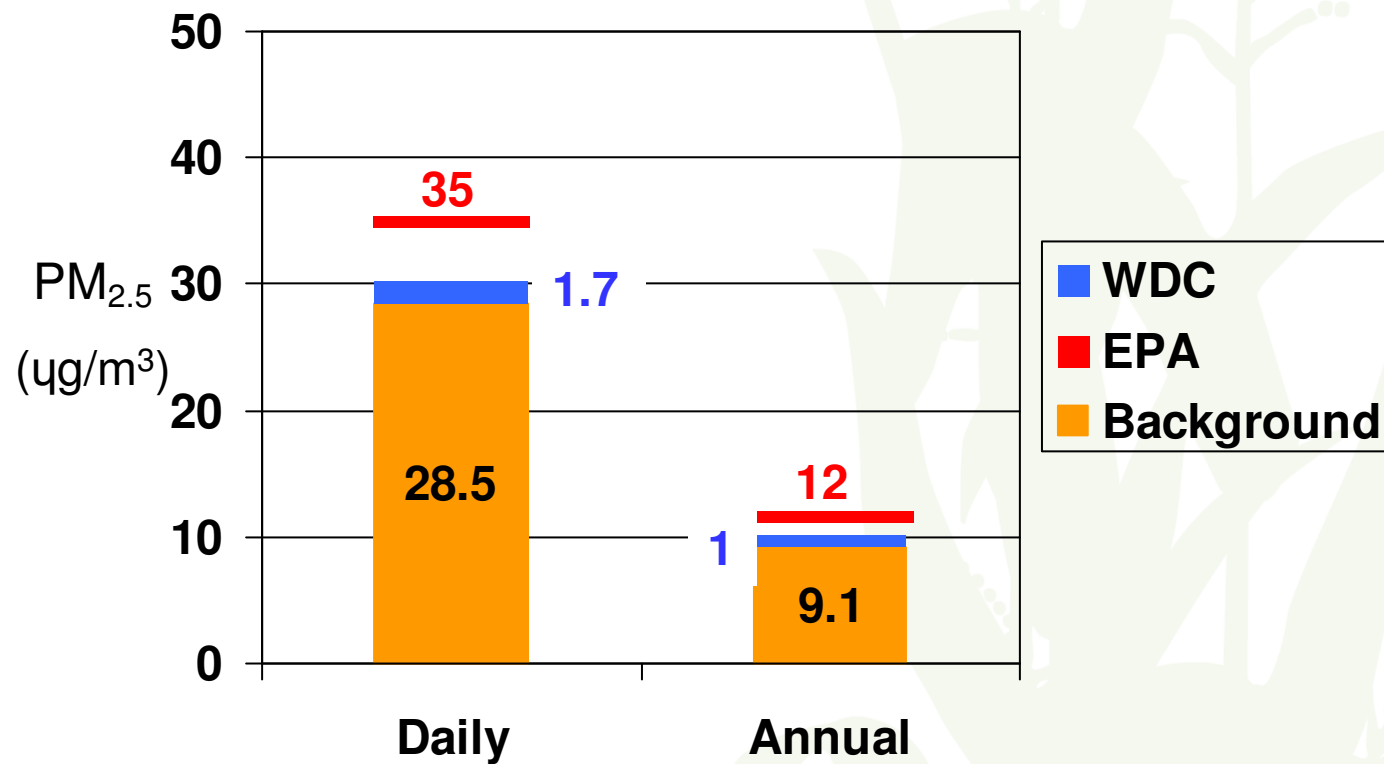
Air Quality

WDC meets EPA air quality standards:



Air Quality

WDC meets EPA air quality standards:



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